

Notice No.1

Rules and Regulations for the Classification of Inland Waterways Ships July 2020

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices.

Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: June 2021

Amendments to	Effective date	IACS/IMO implementation (if applicable)
Part 5, Chapter 4, Section 3	1 July 2021	1 July 2021
Part 5, Chapter 10, Section 5	1 July 2021	1 July 2021
Part 6, Chapter 2, Section 4	1 July 2021	1 July 2021



Part 5, Chapter 4

Main Propulsion Shafting

■ Section 3 Design

3.12 Sternbushes and sterntube arrangements

3.12.2 The length of the bearing in the sternbush next to and supporting the propeller is to be as follows:

- (a) For water lubricated bearings which are lined with lignum vitae, rubber composition or staves of approved plastic synthetic material, the length is to be not less than ~~four~~ 4,0 times the rule diameter ~~required for of the screwshaft under in way of the liner bearing.~~
- (b) For water lubricated bearings lined with two or more circumferentially spaced sectors, of an approved plastic synthetic material, without axial grooves in the lower half, the length of the bearing is to be such that the nominal bearing pressure will not exceed 0,55 N/mm² (5,6 kgf/mm²) MPa. The length of the bearing is to be not less than ~~twice its~~ 2,0 times the rule diameter of the shaft in way of the bearing.
- (c) For oil lubricated bearings of synthetic material ~~the flow of lubricant is to be such that overheating, under normal operating conditions, cannot occur. The acceptable nominal bearing pressure will be considered upon application and is to be supported by the results of an agreed test programme. In general, the length of the bearing is, in general, not to be not less than 2,0 times the rule diameter of the shaft in way of the bearing. The nominal bearing pressure is not to exceed the maximum for which the synthetic material has been approved.~~
- (d) For bearings which are white-metal lined, oil lubricated and provided with an approved type of oil sealing gland, the length of the bearing is to be approximately ~~twice~~ 2,0 times the rule diameter ~~required for the screwshaft of the shaft in way of the bearing and is to be such that the nominal bearing pressure will not exceed 0,8 N/mm² MPa.~~ The length of the bearing is to be not less than 1,5 times its diameter.
- (e) For bearings of cast iron and bronze which are oil lubricated and fitted with an approved oil sealing gland, the length of the bearing is, in general, to be not less than ~~four~~ 4,0 times the rule diameter ~~required for the screwshaft of the shaft in way of the bearing.~~
- (f) For bearings which are grease lubricated, the length of the bearing is to be not less than ~~four~~ 4,0 times the rule diameter ~~required for the screwshaft of the shaft in way of the bearing. Other lengths may be considered upon application, subject to the provision of suitable supporting in-service or testing evidence at relevant shaft pressures and velocities.~~

3.12.3 Synthetic materials for application as stern tube bearings are to be approved in accordance with [Rules for the Manufacture, Testing and Certification of Materials, Ch 14, 2.13 Sterntube bearings.](#)

Existing paragraph 3.12.3 has been renumbered 3.12.4.

~~3.12.4~~ 3.12.5 Forced water lubrication is to be provided for all bearings lined with rubber or plastic synthetic material. The supply of water may come from a circulating pump or other pressure source. Flow indicators with an alarm in the wheelhouse are to be provided for the water service to plastic and rubber the bearings. The water grooves in the bearings are to be of ample section and of a shape which will be little affected by wear down, particularly for bearings ~~for the plastic type of synthetic material.~~

Existing paragraphs 3.12.5 to 3.12.8 have been renumbered 3.12.6 to 3.12.9.

Existing paragraph 3.12.9 has been renumbered 3.12.10.

3.12.11 For oil lubricated bearings of synthetic material, the flow of lubricant is to be such that overheating, under normal operating conditions, cannot occur.

Existing paragraphs 3.12.10 and 3.12.11 have been renumbered 3.12.12 and 3.12.13.

Part 5, Chapter 10

Piping Design Requirements

Section 5

Plastic pipes

5.5 Additional fire performance criteria applicable to inland waterways vessels

(Part only shown)

Table 10.5.1 Fire endurance requirements

		Location									
		A	B	c	D	E	F	G	H	I	J
OUTBOARD WATER ¹											
14 Foam system	L1W	L1W	L1W	N/A	N/A	N/A	N/A	N/A	0	L1W	L1W
15 Sprinkler system	L1W	L1W	L3	N/A	N/A	N/A	N/A	0	0	L3	L3
16 Ballast	L3	L3	L3	L3	X	0 ¹⁰	0	0	0	L2W	L2W
17 Cooling water, essential services	L3	L3	N/A	N/A	N/A	N/A	N/A	0	0	N/A	L2W
SANITARY/DRAINS/SCUPPERS											
23 Deck drains (internal)	L1W ⁴	L1W ⁴	N/A	L ⁴ L1W ⁴	0	N/A	0	0	0	0	0
MISCELLANEOUS											
31Auxiliary low pressure steam (≤ 7 bar, 0,7 MPa)	L2W	L2W	0 ⁹	0 ⁹	0 ⁹	0	0	0	0	0 ⁹	0 ⁹
NEW SERVICES											
32 Central vacuum cleaners	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A	0	0	0
33 Exhaust gas cleaning system effluent line	L3 ¹	L3 ¹	N/A	N/A	N/A	N/A	N/A	N/A	N/A	L3 ^{1,11} /N/A	N/A
34 Urea transfer/supply system (SCR installations)	L1 ¹²	L1 ¹²	N/A	N/A	N/A	N/A	N/A	N/A	0	L3 ^{1,11} /N/A	N/A
LOCATION DEFINITIONS											
G	Fuel oil tanks	All spaces used for fuel oil (excluding cargo tanks) and trunks to such spaces. H Ballast water tanks									
ABBREVIATIONS											
L1	Fire endurance test in dry conditions, 60 minutes, IMO Resolution A.753(18) – Guidelines for the Application of Plastic Pipes on Ships (adopted on 4 November 1993) Amended by Resolution MSC.313(88) Appendix 1 – Test Method for Fire Endurance Testing of Plastic Piping in the Dry Condition. Level 1. Piping having passed the fire endurance test specified in Appendix 1 of IMO Resolution A.753(18), as amended by IMO Resolution MSC. 313(88) and IMO Resolution MSC.399(95) for a duration of a minimum of one hour without loss of integrity in the dry condition is considered to meet level 1 fire endurance standard (L1). Level 1W – Piping systems similar to Level 1 systems except these systems do not carry flammable fluid or any gas and a maximum 5% flow loss in the system after exposure is acceptable (L1W).										
L2	Fire endurance test in dry conditions, 30 minutes, IMO Resolution A.753(18) – Guidelines for the Application of Plastic Pipes on Ships (adopted on 4 November 1993) Amended by Resolution MSC.313(88) Appendix 1 – Test Method for Fire Endurance Testing of Plastic Piping in the Dry Condition. Piping Level 2. Piping having passed the fire endurance test specified in Appendix 1 of IMO Resolution A.753(18), as amended by IMO Res. MSC. 313(88) and IMO Res. MSC.399(95) for a duration of a minimum of 30 minutes in the dry condition is considered to meet level 2 fire endurance standard (L2). Level 2W – Piping systems similar to Level 2 systems except a maximum 5% flow loss in the system after exposure is acceptable (L2W).										

Note 4. For drains serving only the space concerned, '0' may replace 'L1'.

Note 11. L3 in service spaces, N/A in accommodation and control spaces.

Note 12. Type Approved plastic piping without fire endurance test (0) is acceptable downstream of the tank valve, provided this valve is metal seated and arranged as fail-to-closed or with quick closing from a safe position outside the space in the event of fire.

Note 13. For Passenger Ships subject to SOLAS II-2, Reg.21.4 (Safe return to Port), plastic pipes for services required to remain operative in the part of the ship not affected by the casualty thresholds, such as systems intended to support safe areas, are to be considered essential services. In accordance with MSC Circular MSC.1/Circ.1369, interpretation 12, for Safe Return to Port purposes, plastic piping can be considered to remain operational after a fire casualty if the plastic pipes and fittings have been tested to L1 standard.

Part 6, Chapter 2

Electrical Installations

■ Section 4

Rotating machines

4.1 General

4.1.2 The entity responsible for assembling the alternating current generating set is to install a rating plate marked with at least the following information:

- (a) the generating set manufacturer's name or mark;
- (b) the set serial number;
- (c) the set date of manufacture (month/year);
- (d) the rated power (both in kW and kVA) with one of the power rating prefixes COP, PRP (or, only for emergency generating sets, LTP) as defined in ISO 8528-1 *Reciprocating internal combustion engine driven alternating current generating sets*;
- (e) the rated power factor;
- (f) the set rated frequency (Hz);
- (g) the set rated voltage (V);
- (h) the set rated current (A); and
- (i) the mass (kg).

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